

**INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM**

Property/District Name: Baltimore & Ohio Railroad

Survey Number: G-IV-A-287
G-I-E-201

Project: US 219/Oakland Vicinity Improvement Project

Agency: MSHA

Site visit by MHT Staff: ☐ No ☐ Yes Name _____ Date _____

Eligibility recommended ☐ Eligibility not recommended ☒ X

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Justification for decision: (Use continuation sheet if necessary and attach map)

The Baltimore & Ohio Railroad District is recommended not eligible for the National Register. Although construction of the B&O, and its promotion of Garrett County as a resort area, provided the impetus for the county's increased settlement and subsequent formation as a separate county, the surviving resources currently documenting the B&O do not possess sufficient integrity of materials, design, workmanship, feeling and association for determining the district eligible under Criterion A. Constant use of the railroad has entailed the dismantling, remodeling and replacement of physical plant constantly.

The rail line as it currently exists does not reflect the period of its significance, the late-nineteenth and early-twentieth centuries. The ballast, rails and ties have all been replaced in order to carry the loads of modern railroad traffic. The culvert documented as part of this survey has been completely encased in concrete. The grade crossings in Oakland and Loch Lynn possess modern, electronically-activated gates and warning lights. While the concrete milepost markers probably date to the early-twentieth century, they probably replaced earlier, stone markers. Plywood-covered window openings and a new wooden deck detract from the Loch Lynn interlocking tower's historic appearance. Closed in 1961, the tower's controls have probably been removed (Roberts, Charles S., *West End, Cumberland to Grafton, 1848-1991*, Baltimore: Barnard, Roberts and Co., Inc., 1991:65). Although most of these resources help document the B&O and its impact on the region's development, their collective poor integrity of materials, workmanship, design, feeling and association, limits their ability to convey information regarding the period of their significance.

Document on the property/district is presented in: Historic Structures Inventory and Determination of Eligibility Report

(KCI/MSHA 1997)

Prepared by: Stuart Dixon, KCI Technologies, Inc.

Do NOT CONCUR - ELIGIBLE. All under 7/20/98
Reviewer, Office of Preservation Services _____ Date _____

NR program concurrence: ☒ yes ☐ no ☐ not applicable

BK _____ u _____
Reviewer, NR program _____ Date _____

gms

**INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM**

Continuation Sheet 1 of 1

~~G-I-E-201~~ **G-IV-A-287**

Baltimore & Ohio Railroad
Stuart Dixon

In addition, numerous railroad resources that once stood along the B&O no longer survive. A helper station, consisting of an engine house, a coal tipple, a sand bin and elevator, two 50,000-gallon water tanks, and a rest house, once stood directly east of the Loch Lynn Station. Gable-roofed waiting sheds once protected passengers from the elements directly across from both the Loch Lynn and the Oakland stations while wooden plank platforms paralleled the rails adjacent to the stations and waiting sheds. The interlocking tower currently standing west of the Loch Lynn Station, erected circa 1929, replaced an earlier tower, built circa 1903, that stood east of the station. Passing sidings also once helped alleviate congestion at the busy Loch Lynn and Oakland stations but have been removed. The B&O also erected the Oakland Hotel directly south of the Oakland Station in 1875 to promote the Glades area as a resort but dismantled the building in 1911 (Roberts 1991:62-68).

Research has not identified any further significant associations with historic persons or events. The district neither reflects the distinctive characteristics of a particular architectural style nor embodies the representative work of a master craftsman or method of construction. The district additionally does not appear to potentially provide important information for the study of history.

Baltimore & Ohio Railroad District
~~G-I-E-201~~ **G-IV-A-287**
Oakland vicinity
Circa 1851
Private

Resources documented on this form as part of the Baltimore & Ohio (B&O) Railroad District (G-I-E-201) consist of identified resources along the current CSX Railroad between Loch Lynn Heights and Oakland in Garrett County. These resources incorporate one building and five structures, and include ballast, rails and ties, mile markers, grade crossings, culverts, and interlocking towers. Previously documented resources associated with the Baltimore & Ohio Railroad include the Oakland Station (G-VI-A-028), listed on the National Register of Historic Places, and the Loch Lynn Station (G-IV-A-023).

The B&O had a great impact on southern Garrett County's landscape. Perhaps the single most significant event contributing to Garrett County's development occurred with the construction of the Baltimore and Ohio Railroad across the southern portion of the county during the mid-nineteenth century. When completed to Wheeling in 1853 the B&O comprised the longest railroad in the nation.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

G-1V-A-287
Inventory No. ~~G+E-20+~~

1. Name of Property (indicate preferred name)

historic Baltimore & Ohio Railroad

other

2. Location

street & number _____ not for publication

city, town Oakland, Mountain Lake Park, Loch Lynn Heights X vicinity

county Garrett

3. Owner of Property (give names and mailing addresses of all owners)

name CSX Corporation

street & number One James Center, 901 E. Cary Street telephone (804) 782-1400

city, town Richmond state and zip code VA 23219-4031

4. Location of Legal Description

courthouse, registry of deeds, etc. Garrett County Courthouse tax map and parcel

city, town Oakland liber and folio

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research report at MHT
☐ Other:

6. Classification

| Category | Ownership | Current Function | Resource Count | |
|--------------------------------------|---------------------------------|--|----------------|---------------------|
| <u>X</u> district | <input type="checkbox"/> public | <input type="checkbox"/> agriculture | Contributing | Noncontributing |
| <input type="checkbox"/> building(s) | <u>X</u> private | <input type="checkbox"/> commerce/trade | <u>1</u> | <u>0</u> buildings |
| <input type="checkbox"/> structure | <input type="checkbox"/> both | <input type="checkbox"/> defense | <u>0</u> | <u>0</u> sites |
| <input type="checkbox"/> site | | <input type="checkbox"/> domestic | <u>5</u> | <u>0</u> structures |
| <input type="checkbox"/> object | | <input type="checkbox"/> education | <u>0</u> | <u>0</u> objects |
| | | <input type="checkbox"/> funerary | <u>6</u> | <u>0</u> Total |
| | | <input type="checkbox"/> government | | |
| | | <input type="checkbox"/> health care | | |
| | | <input type="checkbox"/> industry | | |
| | | <input type="checkbox"/> landscape | | |
| | | <input type="checkbox"/> recreation/ culture | | |
| | | <input type="checkbox"/> religion | | |
| | | <input type="checkbox"/> social | | |
| | | <u>X</u> transportation | | |
| | | <input type="checkbox"/> work in progress | | |
| | | <input type="checkbox"/> unknown | | |
| | | <input type="checkbox"/> vacant/not in use | | |
| | | <input type="checkbox"/> other: | | |

**Number of Contributing Resources
previously listed in the Inventory**

2

7. Description

Inventory No. ~~G-I-E-201~~ *G-IV-A-287*

Condition

| | |
|--|---|
| <input type="checkbox"/> excellent | <input type="checkbox"/> deteriorated |
| <input type="checkbox"/> good | <input type="checkbox"/> ruins |
| <input checked="" type="checkbox"/> fair | <input checked="" type="checkbox"/> altered |

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Resources documented on this form as part of the Baltimore & Ohio (B&O) Railroad District (G-I-E-201) consists of identified resources along the current CSX Railroad between Loch Lynn Heights and Oakland in Garrett County. These resources incorporate one building and five structures, and include ballast, rails and ties, mile markers, grade crossings, culverts, and interlocking towers. Previously documented resources associated with the Baltimore & Ohio Railroad include the Oakland Station (G-VI-A-028), listed on the National Register of Historic Places, and the Loch Lynn Station (G-IV-A-023).

Ballast is composed of aggregate material, usually some type of stone, that is laid as a base for ties and rails. Rails consist of either continuous steel rails with welded joints or segmented rails bolted at butt joints and attached to wooden ties. Ballast, rail and ties extend throughout the length of the documented section of the B&O. The entire length of this section of rail is double tracked.

Mileposts are composed of triangular, poured concrete posts incised with the miles to Baltimore and Wheeling (Photos 1 & 2). On the east face of the milepost, the letter "W" indicates the number below is the mileage to Wheeling, West Virginia, the western terminus of the B&O's West End. A "B" on the western facing elevation denotes the mileage to Baltimore, the eastern terminus of the B&O.

Grade crossings permit the railroad to signal the approach of trains to oncoming vehicular and pedestrian traffic at road crossings (Photos 2 & 3). The crossing can be gated and lighted, or just lighted.

Culverts provide a means for crossings of very small streams and gullies. The culvert identified by this survey appears to be composed of stone covered with a thick layer of concrete (Photo 4). The culvert is approximately 1.33 meters (four feet) high and 1 meter (3 feet) wide.

Interlocking towers controlled railroad switches prior to the days of central computerized switching offices. The interlocking tower at Loch Lynn (Photos 5, 6, & 7) stands two-stories tall with a hipped, asphalt-shingled roof. A frieze band extends above the brick walls of the building. Fenestration consists of four-over-four wooden sash with segmental arch brick lintels in first story openings, and bands of two-over-six wooden sash and steel frame industrial casements in the second story. Many second story openings have been covered with plywood. Access doors provide entry on both the first and second story of the wet elevation via a wooden deck and a metal fire escape. An interior brick chimney pile penetrates the southwest corner of the roof.

8. Significance

Inventory No. ~~G+E-201~~ **G-IV-A-287**

| Period | Areas of Significance | Check and justify below | | | |
|---|---|---|---|--|--|
| <input type="checkbox"/> 1600-1699 | <input type="checkbox"/> agriculture | <input type="checkbox"/> economics | <input type="checkbox"/> health/medicine | <input type="checkbox"/> performing arts | |
| <input type="checkbox"/> 1700-1799 | <input type="checkbox"/> archeology | <input type="checkbox"/> education | <input type="checkbox"/> industry | <input type="checkbox"/> philosophy | |
| <input checked="" type="checkbox"/> 1800-1899 | <input type="checkbox"/> architecture | <input type="checkbox"/> engineering | <input type="checkbox"/> invention | <input type="checkbox"/> politics/government | |
| <input checked="" type="checkbox"/> 1900-1999 | <input type="checkbox"/> art | <input type="checkbox"/> entertainment/ recreation | <input type="checkbox"/> landscape architecture | <input type="checkbox"/> religion | |
| <input type="checkbox"/> 2000- | <input type="checkbox"/> commerce | <input type="checkbox"/> ethnic heritage | <input type="checkbox"/> law | <input type="checkbox"/> science | |
| | <input type="checkbox"/> communications | <input type="checkbox"/> exploration/ settlement | <input type="checkbox"/> literature | <input type="checkbox"/> social history | |
| | <input type="checkbox"/> community planning | | <input type="checkbox"/> maritime history | <input checked="" type="checkbox"/> transportation | |
| | <input type="checkbox"/> conservation | | <input type="checkbox"/> military | <input type="checkbox"/> other: | |

| | | | |
|-----------------------|------------|--------------------------|--------------------------|
| Specific dates | Circa 1851 | Builder/Architect | Benjamin H. Latrobe, Jr. |
|-----------------------|------------|--------------------------|--------------------------|

Evaluation for:

☒ National Register ☐ Maryland Register ☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance reports, complete evaluation on a DOE Form - see manual).

Perhaps the single most significant event contributing to Garrett County's development occurred with the construction of the Baltimore and Ohio Railroad across the southern portion of the county during the mid-nineteenth century. Surveyed by the B&O's Chief Engineer, Benjamin H. Latrobe Jr., the line ascended a 17-mile grade up Backbone Mountain from Cumberland, MD, to its summit at Altamont. From Altamont the railroad crossed the Glades area prior to entering Virginia (now West Virginia) and eventually reaching Grafton on the west side of the Alleghenies and progressing to Wheeling. Requiring numerous cuts, fills, tunnels, and iron and masonry bridges, the B&O line became an engineering marvel. The line's ascent of Backbone Mountain became a railroad standard for maximum allowable grades. Construction of the line began in 1850 and employed over 5,000 men and 1,000 horses. When completed to Wheeling in 1853 the B&O comprised the longest railroad in the nation (Roberts 1991:9-10, 12).

Entitled the West End by the B&O, the rail line as first built soon proved insufficient for the level of traffic traveling over it. The line consisted of a single track with occasional passing sidings composed of iron rails weighing 58 pounds to the yard. The rails attached to ties two feet on-center laid atop ballast two feet deep. The B&O began double-tracking the entire line between Cumberland and Wheeling soon after its completion but did not finish until 1888. The railroad's plans to open the markets of the midwest were successful. Most freight on the line moved from west to east. In 1851 approximately 79 percent of the freight hauled over the West End headed eastward. Six years later that figure had increased to 83 percent (Roberts 1991:11, 15).

The B&O had a great impact on southern Garrett County's landscape. New towns were founded and existing towns and villages located along the rail line blossomed. The railroad provided much easier access to quickly expanding eastern markets and led to the development of numerous industries along its route, including lumbering operations. In addition, intensive agricultural use of surrounding land increased to take advantage of new company towns established by coal and lumber concerns and the market demands of eastern cities (Ware et al. 1991:30).

The B&O's president, John W. Garrett, began to actively promote the Glades area of southwestern Allegany County as a resort destination in the 1860s. However, construction of a resort by the B&O did not come to fruition until the early 1870s. In 1873 the B&O built the Deer Park Hotel on land acquired from coal and lumber baron Henry Davis. Designed by B&O architect Ephraim Baldwin in the Swiss Alpine style, the hotel stood immediately adjacent to the Deer Park rail station. Wealthy patrons from Baltimore, Washington, D. C., and Philadelphia frequented the Deer Park resort. President Grover Cleveland and his new bride spent their honeymoon at one of the Deer Park cottages in 1886 (Ware et al. 1991:33, 138).

The success of the Deer Park resort prompted the B&O to build a second large hotel in Oakland in 1875. Located on the south side of the Little Youghiogheny directly opposite the B&O's station, the Oakland Hotel boasted a large ballroom, extensive wooded grounds, and accommodations for over 100 guests. The hotel stood three stories tall with expansive verandas. The B&O closed the Oakland Hotel in 1907 and razed the structure four years later (Schlosnagle 1989:179).

Maryland Historical Trust Maryland Inventory of Historic Properties Form

G-IV-A-287
Inventory No. ~~G-IV-A-201~~

Baltimore & Ohio Railroad
Continuation Sheet
Number 8 Page 2

During the twentieth century rail transport, both freight and passenger, have been affected by the rise of the automobile. As travelers increasingly relied on the automobile for transportation, passenger traffic along the B&O diminished. The B&O discontinued passenger service along the West End, including Oakland, in 1971. Rail freight traffic decreased due to escalating long-distance truck hauling. As a result the B&O removed one set of rails from the West End in the 1970s and the line reverted to double track (Roberts 1991:15).

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

G-IV-A-287
Inventory No. ~~G-I-E-201~~

Baltimore & Ohio Railroad

Continuation Sheet

Number 8 Page 3

HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

| | |
|--|--|
| Geographic Organization: | Western Maryland |
| Chronological/Developmental Period(s): | Agricultural - Industrial Transition, A.D. 1815 - 1870 Industrial / Urban Dominance, A.D. 1870 - 1930 Modern Period, A.D. 1930 - Present |
| Historic Period Theme(s): | Transportation |
| Resource Type: | |
| Category: | District |
| Historic Environment: | Rural, Urban |
| Historic Function(s) and Use(s): | Railroad |
| Known Design Source: | Benjamin H. Latrobe, Jr. |

9. Major Bibliographical ReferencesInventory No. ~~G-IV-A-201~~

(See Continuation Sheet)

10. Geographical Data

Acreage of property _____

Acreage surveyed _____

Quadrangle name Oakland, MD-WVAQuadrangle scale 1:24,000**Verbal boundary description and justification**

Parcel 207, Map 112, Grid 7

11. Form Prepared By

| | | | |
|-----------------|--------------------------------------|--------------------|---------------|
| name/title | Stuart Paul Dixon / Senior Historian | | |
| organization | KCI Technologies, Inc. | date | 10-15-97 |
| street & number | 10 North Park Drive | telephone | 410-316-7857 |
| city or town | Hunt Valley | state and zip code | MD 21030-1888 |

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032
410-514-7646

Maryland Historical Trust Maryland Inventory of Historic Properties Form

G-IV-A-287

Name

Continuation Sheet

Number 9 Page 1

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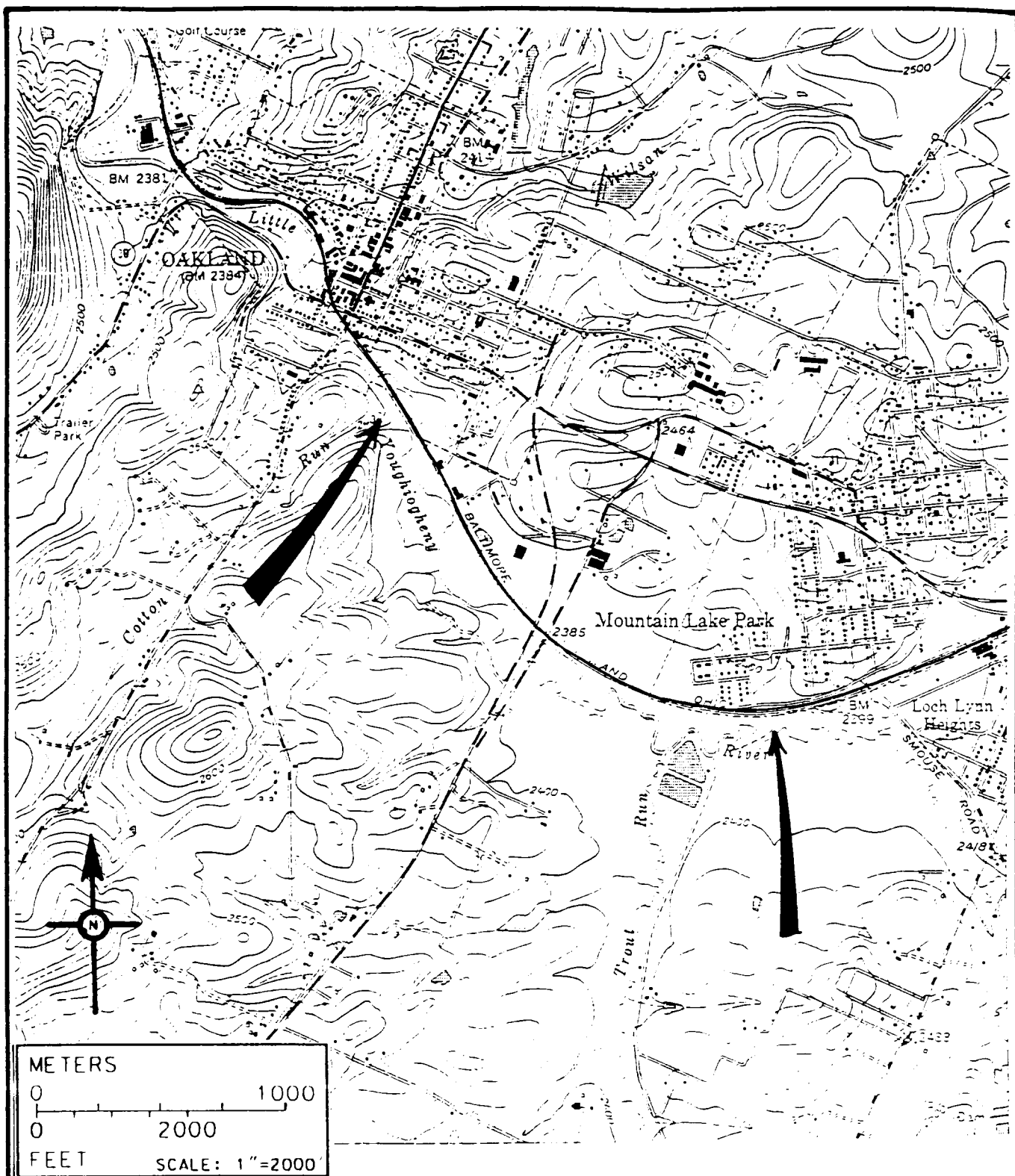
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Location Map

G-1VA287

G-1E-201

Baltimore & Ohio Railroad
Oakland Vicinity, Garrett County
Oakland, MD-WVA Quadrangle Map (USGS 1974)



G-I-A-287

GARRETT COUNTY, MD

STUART DIXON

2/22/97

MD SHPO

ELEVATION LOOKING N

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30

45

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G-I-A-287

GARRETT COUNTY, MD

STUART DIXON

2/22/97

MD SHPO

N ELEVATION LOOKINGS

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G-I-A-287

GARRETT COUNTY, MD

STUART DIXON

2/22/97

MD SHPO

N ELEVATION LOOKINGS

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+0+0 +0 -02 14 0557



G I-A-287

GARRETT COUNTY, MD

STUART DIXON

2/22/97

MD SHPO

NE ELEVATION LOOKING SW

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G-I-A-287

GARRETT COUNTY, MD
STUART DIXON

2/22/97

MD SHPO

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G-I-A-261

GARRETT COUNTY, MD
STUART DIXON
2/22/97
MD SHPO
W ELEVATION LOOKING E

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45 5015 2-15 15 0



G-I-A-287

GARRETT COUNTY, MD

STUART DIXON

2/22/97

MD SITE

SW ELEVATION LOOKING NE

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ST 51-0-000

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G-I-A-287

GARRETT COUNTY, MD

STUART DIXON

2/22/97

MD SHPO

SW ELEVATION LOOKING NE

43 5005 0-15 15 0
-00+0 +0 -02 1M 0557



G-I-A-287

GARRETT COUNTY, MD

STUART DIXON

2/22/97

MD SAPO

E ELEVATION LOOKING W

42 8005 8-15 15 0
-8040 -40 -92 NIN 8557

9 of 9